IN THE SPECIFICATION

Please amend paragraphs and headings of the specification, as shown below, in which deleted terms are shown with strikethrough and/or double brackets, and added terms are shown with underscoring. Also, please and new paragraphs [000.1] and [0110], a heading associated with new paragraph [000.1], and a heading between paragraphs [0006]-[0007] as shown below.

New Paragraph [000.1] and Associated Heading

CROSS-REFERENCE TO RELATED APPLICATIONS

[000.1] The present application is a U.S. National phase of, and claims priority based on PCT/JP2005/017294 filed 20 September 2005, which, in turn, claims priority from Japanese patent application 2004-285036, filed 29 September 2004. The entire disclosure of each of the referenced priority documents is incorporated herein by reference.

Amended Heading between Paragraphs [0005] – [0006]

~~DISCLOSURE OF THE INVENTION~~
~~UNDERLYING PROBLEM TO BE SOLVED BY THE INVENTION~~

Paragraph [0006]

The above-mentioned measure to heat the fuel receptacle by the heater has a problem in the manner of how the heater is provided and the manner to heat the receptacle, including how control of the heater is carried out without complication. Further, the cooling of the power control unit by cooling air involves a problem in that there are restrictions to the arrangement of the power control unit and its associated parts and complication in the structure.

New Heading between Paragraphs [0006] – [0007]

SUMMARY OF THE INVENTION

Amended Heading between Paragraphs [0007] – [0008]

~~MEANS TO SOLVE THE UNDERLYING PROBLEM~~

Paragraph [0017] Preferably, the engine operated generator comprises a case forming an internal space for accommodating the fuel receptacle, the engine and the generator; and a cooling air passage for conducting cooling air from the internal space ~~through~~ sequentially past the fuel receptacle, the power control unit in this order, to the generator and the engine to cool the same.

Paragraph [0018] According to this feature, cooling air introduced into the internal space of the case is cooled by the fuel receptacle to be reduced in temperature. The cooled cooling air then first cools the power control unit and then cools the generator and the engine. The power control unit is more efficiently cooled by the mutual utilization of heat between itself and at least one of the fuel receptacle and the fuel pressure regulator, than a case without the mutual utilization of heat. As a consequence, the temperature of the cooling air after cooling the power control unit is made lower than in the case without the mutual utilization of heat.

Amended Heading Immediately Before Paragraph [0020]

~~EFFECT OF THE INVENTION~~

Paragraph [0051] An intake valve 39a is operated by a valve mechanism mounted on the cylinder head 33. The air-fuel mixture that has flowed through the intake valve 39a into the combustion chamber is ignited by an ignition plug [[47]] 42 held by a holder 43 as shown in Fig. 3. Combustion pressure produced by the combustion of the air-fuel mixture in the combustion chamber drives the piston 35 to rotate the crankshaft 36. The combustion gas produced by the combustion of the air-fuel mixture is discharged from the combustion chamber through an exhaust valve 39b operated by the valve mechanism. The exhaust gas flows through the exhaust pipe 38a, the muffler 38b and a tail pipe 38c. The exhaust gas is discharged into the atmosphere from the tail pipe 38c opening into an exhaust opening 21 formed in the back cover 6. The muffler 38b deadens the exhaust noise.

Paragraph [0054] Referring to Figs. 2 to 4, the engine body 30a and the exhaust pipe 38a are covered with a shroud 47 for improved noise suppressing effect and for the improvement of the cooling effect of the cooling air. The shroud 47 defines a cooling air guide passage around the engine body 30a and the exhaust pipe 38a. The shroud 47 is made of a synthetic resin and is fixed to the engine body 30a. A bracket 47a formed integrally with the shroud 47 is fastened to the top cover 4. A fan cover 48 made of a synthetic resin and connected to the front end of the shroud 47 covers the cooling fan 45. A starter cover 49 connected to the front end of the fan cover 48 covers the recoil starter [[48]] 46. The cooling fan 45 takes air into a space covered with the shroud 47 from the enclosed space 9 through an inlet 50 formed in the starter cover 49 and an inlet 51 defined by the starter cover 49 and the fan cover 48 to send the cooling air past the engine body 30a and the exhaust pipe 38a and out the outlet 20.

Paragraph [0058] Referring to Figs. 1 to 4, the fuel supply system Fa is provided with one or a plurality of fuel bottles 61, namely, first fuel sources, internal fuel sources or first fuel containers. The fuel bottle 61 or the fuel bottles 61 are contained in a fuel storage structure 60. In this embodiment, the fuel supply system Fa is provided with the two fuel bottles 61. The fuel supply system Fa includes a fuel pressure regulator 62, a heating device 80, a fuel system selector valve 12, namely, a fuel selecting means, fuel pipes, a connector 14, and a fuel cutoff valve 63. The fuel pressure regulator 62 reduces the pressure of the fuel gas supplied from the two fuel bottles 61 and the external fuel bottle 71 and regulates the pressure of the fuel gas so that the fuel gas may be supplied to the carburetor [[18]] 37b at fuel supply rate varying in proportion to load on the engine 30. The heating device 80 heats the fuel bottles 61 and the fuel pressure regulator 62. The fuel system selector valve 12 is placed on the operating panel 5e and is operated to select a fuel supply line. The fuel pipes interconnect the fuel bottles 61, the fuel pressure regulator 62 and the carburetor [[18]] 37b. The fuel cutoff valve 63 stops the flow of the fuel gas from the fuel system F to the engine 30.

Paragraph [0066] Referring to Fig. 1, in the fuel supply system Fa, a first fuel system for supplying the first fuel gas from the fuel bottles 61 to the engine 30 is constituted by the fuel

bottles 61, a pipe A1 connecting the fuel bottles 61 to the fuel system selector valve 12, a pipe A2 connecting the fuel system selector valve 12 to the fuel pressure regulator 62, the fuel pressure regulator 62, a pipe A3 connecting the fuel pressure regulator 62 to the carburetor [[18]] 37b, and the fuel cut-off valve 63 placed in the pipe A3. A second fuel system for supplying the second fuel gas from the external fuel bottle 71 to the engine 30 is constituted by a pipe A4 connecting the connector 14 to the fuel ~~cutoff~~ system selector valve 12, the pipe A2 connecting the fuel system selector valve 12 to the fuel pressure regulator 62, the fuel pressure regulator, the pipe A3 connecting the fuel pressure regulator 62 to the carburetor [[18]] 37b, and the fuel cutoff valve 63.

Paragraph [0069] The fuel system selector valve 12 connects either the first fuel system that supplies the first fuel gas to the engine 30 or the second fuel system that supplies the second gas to the engine 30 selectively to the fuel pressure regulator 62. The fuel system selector valve 12 can be set in a first position, where the knob of the fuel system selector valve 12 is at a first position marked with "Internal fuel" and indicated by chain lines in Fig. 5, to connect the first fuel system to the engine 30 to supply the first fuel gas to the engine 30, in a second position, where the knob of the fuel system selector valve 12 is at a second position marked with "External fuel" and indicated by two-dot chain lines in Fig. 5, to connect the second fuel system to the engine 30 to supply the second fuel gas to the engine 30, and in a cutoff position, where the knob of the fuel system selector valve 12 is at a cutoff position, where the knob of the fuel system selector valve 12 is at a neutral position marked with "Off" and indicated by continuous lines in Fig. 5, to stop supplying fuel gas to the engine 30 by disconnecting both the first and the second fuel systems from the engine 30. The fuel system selector valve 12 is changed from the first to the second position and from the second to the first position via the neutral position.

Paragraph [0090] Since the inlets 50 and 51 are positioned so as to overlap the first side wall 66a and the fuel pressure regulator 62 with respect to a longitudinal direction, the cooling air cooled by the first side wall 66a and the fuel pressure regulator 62 flows through the inlets 50 and 51. Consequently, the engine body 30a and the muffler [[18]] 38b are cooled efficiently.

Paragraph [0097] The first carrying handle 16 and the second carrying handle 17 are combined with a front cover 5 and the back cover 6 of the case C on the opposite sides of a generator 40 and an engine 30, respectively. The first carrying handle 16 and an inward depressed part 23 formed in the front cover 5 define the cooling air passage 18. The second carrying handle 17 and an inward depressed part 24 formed in the back cover 6 define the cooling air passage 19. The cooling air flows through the cooling air passages 18 and 19 formed on the opposite sides of the engine 30 and the generator 40, respectively, into the internal space 9. Thus the temperature of the cooling air immediately after the cooling air has flowed through the two cooling air passages 18 and 19 into the internal space 9 is comparatively low as compared with that of the cooling air that flowed through the single cooling air passage into the internal space 9. Consequently, the engine 30 and the generator 40 are cooled efficiently by the cooling air having a comparatively low temperature. When the cooling air passages 18 and 19 are thus formed, hot air heated by the engine 30 and the generator 40 in the state of hot soak immediately after the stop of the engine 30 and rising upward by convection can easily flow to the outside through the cooling air passages 18 and 19 formed respectively in upper parts C5a and C6a of a front part C5 and a back part C6 of the case C. Thus the two cooling air passages 18 and 19 facilitate the flow of the cooling air outside the case C, and the natural ventilation of the internal space 9 in the case C is promoted. Consequently, the cooling air that has flowed through the two cooling air passages 18 and 19 into the internal space 9 improves the effect of cooling the engine 30, the generator 40 and a ~~fuel pressure regulator~~ power control unit 41 and that of cooling the engine 20, the generator 40 and the ~~fuel pressure regulator~~ power control unit 41 immediately after the stop of the engine 30.

Paragraph [0103] The first carrying handle 16 and the cooling air passages [[19]] 18 and 92 may be formed in an upper part, a lower part or a vertically middle part of the front part C5 of the case C or in the top part C4 of the case C instead of in the upper end part of the front part C5 of the case C, and the second carrying handle 17 and the cooling air passages 19 may be formed in an upper part, a lower part or a vertically middle part of the back part C6 of the case C or in the top part C4 of the case C instead of in the upper end part of the back part C6 of the case C. Each

of the cooling air passages 18, 19 and 92 may be divided into a plurality of laterally arranged sections, provided that the first hand spaces 28 and 93 and the second hand space 29 are formed.

Paragraph [0104] Although the first and the second carrying handle of the foregoing embodiments are formed entirely of carrying handle forming members, each of the first and the second carrying handles may be formed of a carrying handle forming member and part of the member of the case C, such as the front cover 5, the back cover 6 or the top cover 4 formed integrally with the carrying handle forming member, may be formed of a member joined to the member of the case. The first and the second carrying handles may be formed in a shape such that hands can be put thereon.

Paragraph [0105] At least the fuel bottles 61, the case 66 or the fuel pressure regulator 62 may be thermally connected through a heat-conducting member made of a material having a high heat conductivity or may be connected directly to the heat-radiating fins 41b of the power control unit 41. Thus heat can be transferred from the power control unit 41 to at least the fuel bottles 61 or the fuel pressure regulator 62 by thermal conduction through the heat-conducting member. Consequently, heat generated by the power control unit 41 can be efficiently used by at least the fuel bottles 61 or the fuel pressure regulator 62. Since heat generated by the power control unit 41 can be efficiently transferred at least the fuel bottles 61 or the fuel pressure regulator 62, [[The]] the effect of at least the fuel bottles 61 or the fuel pressure regulator 62 on cooling the power control unit 41 and the effect of the power control unit 41 on heating at least the fuel bottles 61 or the fuel pressure regulator 62 can be improved.

Paragraph [0107] The fuel bottles 61 [[does]] need not necessarily be placed in the fuel storage structure 60 and the case separating the fuel bottles 61 from the power control unit 41 may be omitted.

New Paragraph [0110] Although there have been described what are the present exemplary embodiments of the invention, it will be understood that variations and modifications may be made thereto within the spirit and scope of the appended claims.